

Submission form

PLEASE READ BEFORE COMPLETING YOUR SUBMISSION

The public consultation period is from Tuesday 10 March 2009 to Thursday 16 April 2009.

It will help us if you clearly:

- state the issue you want the Council to consider;
- state what specific action you think the Council should take, and
- state why that should be done.
- type or use black ink for your submission.

Please note: We are legally required to make all written or electronic submissions available to the public and to Councillors, including the name and address of the submitter. In making submissions available to the public, the submissions will be posted electronically on the Council's website. Information will be available to the public subject to the provisions of the Local Government Official Information and Meetings Act 1987. If you consider there to be compelling reasons why your contact details and/or submission should be kept confidential, you should contact the Council Support Team, telephone 941 8999.

You may send us your submission:

On the internet:

You may enter your submission using the form provided on the Council's website at www.ccc.govt.nz

By email:

ccc-plan@ccc.govt.nz

Please make sure that your full name and address is included with your submission.

By mail:

(no stamp is required) to:

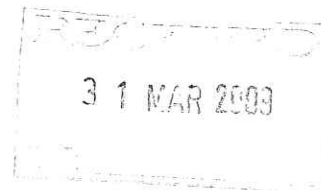
Freepost 178

Draft LTCCP

Christchurch City Council

PO Box 237

Christchurch 8140



No anonymous submissions will be accepted.

Whether you use this form or not, you must provide your full name, address and telephone number. If you are submitting on behalf of an organisation please state this and your role within that organisation.

Submissions must be received (NOT postmarked) at the Tuam Street Civic Offices no later than 5pm on Thursday 16 April 2009. To ensure receipt, hand deliver last-minute submissions to the Civic Offices, 163-173 Tuam Street.

Your submission

If you wish, you can present your submission at a hearing. If that is the case, please tick the appropriate box below. The hearings will be held from 11 May 2009 to 18 May 2009. Five to ten minutes will be allocated for speaking to your submission, including time for questions from the Councillors. The Council will confirm the date and time of your hearing in writing, by email or by telephone call.

I do NOT wish to discuss my submission at the hearing, and ask that this written submission be considered.

I wish to discuss the main points in my written submission at the hearings to be held between Monday 11 May 2009 and Monday 18 May 2009.

Are you completing this submission:

For yourself

On behalf of a group or organisation

If you are representing a group or organisation, how many people do you represent?

Contact Name G. F. CASE, M M CASE AND M G M CASE

Organisation name (if applicable) N/A

Organisation role (if applicable) N/A

Contact Address c/- AURECON NEW ZEALAND LTD

P O BOX 1061

Postcode

Phone No. (day) CHRISTCHURCH 8140

3660 821

Phone No. (evening)

Email (if applicable)

Signature

M.G.M. CASE

on behalf of Case Family

Date 31 MARCH 2009

**DRAFT LONG-TERM COUNCIL COMMUNITY PLAN
SUBMISSION OF GF CASE, MM CASE AND MGM CASE**

A. INFRASTRUCTURE FOR ANTICIPATED FUTURE URBANISATION OF CRANFORD BASIN

1. No or insufficient provision has been made for infrastructure which will need to be associated with the possible urbanisation of the Cranford Basin. This necessary infrastructure includes:-
 - (i) Wastewater collection and treatment;
 - (ii) Stormwater disposal and retention;
 - (iii) Transportation measures.
2. Provision should be made for infrastructure to service the future urbanisation of Cranford Basin to meet the demands of an increasing community. The matter of the urbanisation of Cranford Basin is the subject of submissions now before Environment Canterbury, including submissions proposing the urbanisation of the Cranford Basin, with commissioners appointed by Environment Canterbury due to hear submissions regarding Proposed Change No. 1 to the Regional Policy Statement in the next few months.
3. In any event, given the pendency of the hearing before Environment Canterbury it is appropriate to provide for infrastructure which will need to be associated with the urbanisation of Cranford Basin, at least contingently, so as not to frustrate the statutory regional planning process which is as yet incomplete. It is inappropriate and contrary to the spirit of the decision making process enshrined in the Local Government Act 2002 for a decision to be made to exclude infrastructure for the Cranford Basin without qualification.

B. PROVISION FOR WASTEWATER COLLECTION AND TREATMENT INFRASTRUCTURE FOR THE CRANFORD BASIN

1. No or insufficient provision has been made to upgrade the infrastructure for wastewater collection and treatment in order to service the future urbanisation of the Cranford Basin. While some allowance has apparently been made for Grassmere storage, it is unclear whether this directly relates to infrastructure which could be used in the context of the urbanisation of the Cranford Basin.
2. Provision should be made to ensure that should the Cranford Basin be urbanised (as it is asserted should be the case) there is adequate capital available to establish appropriate wastewater collection and treatment infrastructure to service the Cranford Basin. The expenditure which apparently has been budgeted commencing in 2013 does not appear to adequately provide the necessary infrastructure for the development of the Cranford Basin. Accordingly the amount should be increased and the timeframe for completion should be accelerated.

C. PROVISION FOR STRATEGIC LAND PURCHASE ASSOCIATED WITH RESOLUTION OF STORMWATER/ FLOODING ISSUES

1. No provision has been made to acquire land in Cranford Basin for stormwater retention purposes to deal with a flooding problem which has arisen by reason of the asserted failure of the Christchurch City Council to deal with the incursion of stormwater having its origin outside the relevant catchment.
2. Provision should be made for the acquisition of sufficient land to provide for appropriate stormwater attenuation which will give rise to the following opportunities:-
 - (i) The facilitation and creation of a large and regionally significant wetland area that reflects and builds upon the natural heritage of the Cranford Basin.
 - (ii) The acquisition of land will facilitate the resolution of a longstanding issue regarding flooding of the rural land from existing rural areas including backflowing from Horners and Kruses Drain as well as the Upper Dudley Diversion Drain.
 - (iii) The securing of the high profile site from the risk of being left fallow and abandoned due to the low level of economic use.
 - (iv) The allowing of unimpeded progression of the extension of the proposed northern arterial through the Cranford Basin.
 - (v) Importantly, the creation of a regionally significant ecological reserve similar in scale and significance to Travis Wetland. Given that Cranford Basin has different wetland characteristics than Travis Wetland, the new reserve will support a different range of aquatic and terrestrial flora and fauna broadening the habitats currently available in Christchurch to include one that is now readily available in the region and not on this scale.

D. TRANSPORTATION PROJECTS

1. The roading strategy for North Christchurch in the future will rely upon a co-ordinated roading plan for state highway and Christchurch City Council projects. It is therefore essential that the programme for the Northern Arterial, which has been indicated as a priority national roading project by the government and the four-laning of QEII Drive from Main North Road to Marshland Road, should be complemented by the Christchurch City Council projects in the LTCCP.
2. The Northern Arterial is currently programmed for 2016 to 2019 but with the Government focus on this project it should be programmed earlier when the NZTA announces its new roading plan in June 2009 and when the Regional Land Transport Committee updates its Regional Land Transport Plan ("TRIP") and the Transportation Regional Implementation Plan. Because the draft LTCCP has been issued ahead of these related transport plans, it is crucial that the Christchurch City Council maintain flexibility to adjust its programme for these important roading projects accordingly.

3. As to specific roading projects:-

(a) **Northern Arterial Extension from QEII Drive to Cranford Street**

This project should be constructed earlier than the currently indicated programme for 2016 to 2019, given the government impetus for the construction of the Northern Arterial.

(b) **Cranford Street four-laning from Main North Road to Berwick Street**

This project is scheduled for the 2015 to 2019 period. The section of Cranford Street between Main North Road and the proposed Northern Arterial Extension need not be four-laned in this timeframe if at all. However the balance of the road should be constructed in an earlier timeframe.

The submitters seek clarification that the Cranford Street project would include widening of the intersection of Cranford Street and Innes Road including increased capacity / extra lanes for the Innes Road approaches.

(c) **Hills Road extension to QEII Drive**

This project, which is currently scheduled for 2015 to 2019, should be constructed earlier because of its importance in assisting to accommodate the traffic on the Northern Arterial. Without this link extra pressure will be placed on the Northern Arterial Extension through the Cranford Basin.

(d) **Hills Road upgrading from Aylesford Street to Whitmore Street**

This project, which is scheduled for 2014 to 2019, should be constructed earlier and in conjunction with the Hills Road extension to provide an alternative route for traffic from the Northern Arterial to the Northern Arterial Extension through Cranford Basin.

(e) **Hills Road upgrading / Innes Road to Ayelsford Street**

This project is in TRIP but not in the LTCCP. It should be included to ensure a consistent standard for Hills Road from QEII Drive to Fitzgerald Avenue.

4. The LTCCP does not include any projects for investigation of Park-N-Ride facilities let alone the provision for specific facilities. Provision should be made for a Park-N-Ride facility, preferably in the Cranford Basin in conjunction with its anticipated urbanisation.

5. As to the potential provision of a cycle/pedestrian linkage between Grimseys Road and Grassmere Street in Rutland Street, this project should include the installation of traffic signals on Cranford Street. It

would also require the vesting of a public corridor through the Cranford Basin area.

6. There is a need to construct a traffic signal controlled intersection between the Northern Arterial Extension and a realignment of Cranford Street. It is not clear from the LTCCP whether this is included and whether there is allocation within the funding estimate for the purchase of the required land for this intersection and for the realignment of Cranford Street and the construction of the Northern Arterial Extension. Provision should be made for this.
